

RULE 1613. CREDITS FOR TRUCK STOP ELECTRIFICATION

(a) Purpose

The purpose of this rule is to provide opportunities to generate volatile organic compound (VOC), nitrogen oxide (NO_x) and carbon monoxide (CO) mobile source emission reduction credits (MSERCs) that could be used as an alternative means of compliance with District regulations. These credits would be generated based on voluntary emission reductions beyond those required by local, state, and federal regulations, by utilizing electricity to power truck cab electrification packages while the truck is parked at a truck stop and tour bus electrification packages while the bus is parked at a participating location. MSERCs generated may only be applied towards compliance with District regulations that allow the use of credits.

(b) Applicability

This rule becomes effective November 14, 1997 and applies to truck stop operators that are located within the District.

(c) Definitions

For purposes of this rule, the following definitions shall apply:

- (1) HEAVY-DUTY VEHICLE means any vehicle with gross vehicle weight rating over 14,000 pounds.
- (2) MOBILE SOURCE EMISSION REDUCTION CREDIT (MSERC) means credit for real, quantified emission reductions, approved by the Executive Officer, as authorized by this rule, and surplus to emission reductions required by ARB, District, and U.S. EPA regulations and the most recent District or U.S. EPA approved Air Quality Management Plan, whichever is more stringent.
- (3) NITROGEN OXIDES (NO_x) means the sum of nitric oxides and nitrogen dioxides emitted, calculated as nitrogen dioxide.
- (4) TRUCK ELECTRIFICATION PACKAGE means any add-on hardware kit applicable to heavy-duty trucks and tour buses which consists of but not limited to: electric engine block heater; electric fuel heater; electric device for cab heating/cooling and electric outlet for on-board appliances.

- (5) TRUCK STOP OPERATOR means any entity who owns or operates a facility that provides parking spaces for heavy-duty trucks or tour buses.
 - (6) VOLATILE ORGANIC COMPOUND (VOC) means any volatile compound of carbon, excluding: methane, carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, ammonium carbonate, and exempt compounds as defined in District Rule 102.
- (d) Truck Stop Operator Requirements
- (1) In order to generate MSERCs, a truck stop operator shall submit a Truck Stop Electrification (TSE) Application. The Application shall contain specific information including, but not limited to:
 - (A) a description of the electrical power distribution system at the truck stop that is intended to provide the electricity to each parked heavy-duty vehicle, including a description and location of tamperproof instrumentation that indicates total accumulated electricity consumption in kWh, and the amount of time electric power is provided through each separate electric outlet.
 - (B) identification of the legal owner of the MSERCs to be issued by the Executive Officer, and
 - (C) for monitoring purposes, provide access to District staff to record electricity consumption and amount of time electric power is provided to truck electrification packages.
 - (2) The Executive Officer shall approve or disapprove the TSE Application in writing.
 - (3) For the purposes of assessing fees, the TSE Application shall be deemed a plan, and the fees shall be assessed in accordance with the provisions of Rule 309.
 - (4) The truck stop operator shall annually submit to the Executive Officer total annual power consumption and total time electric power is supplied through each electric outlet beginning with the first year anniversary subsequent to TSE Application approval.

(e) Issuance of MSERCs

- (1) MSERCs shall be issued annually after approval of the Truck Stop Electrification Application and data pursuant to paragraph (d)(4) by the Executive Officer.
- (2) MSERCs shall expire two years after the date of issuance.

(f) MSERC Calculation

- (1) The amount of VOC, NO_x, and CO MSERCs generated shall be calculated by the Executive Officer for each year according to the following formula:

$$\text{MSERC} = (\text{I}_{\text{rate}} \times \text{HRS}) / (454 \times \text{TAF})$$

Where:

MSERC = Mobile Source Emission Reduction Credit (total pounds per year)

I_{rate} = Idling emission rates (grams per hour)

HRS = Annual hours of electric power supplied through electric outlets

TAF = Technical Uncertainty Adjustment Factor, for the purpose of generating credits

- (2) Idling Emission Rates for VOC, NO_x and CO (grams/hour):

$$\frac{\text{VOC}}{15} \quad \frac{\text{NO}_x}{114} \quad \frac{\text{CO}}{27}$$

- (3) These idling emission rates may be updated and published upon concurrence by ARB and District staffs, based on new tests conducted by ARB. The Executive Officer shall submit any District Governing Board approved revisions to the emission rates provided in this subdivision to U.S. EPA for inclusion in the State Implementation Plan.

(g) Use of MSERCs

- (1) A Technical Uncertainty Adjustment Factor (TAF) equal to 1.2 shall be applied, except that a TAF equal to 1.0 shall be applied for MSERCs used to comply with Regulation XIII and Regulation XXII.
- (2) MSERCs shall only be consumed in the air basin where the truck stop operator is based.

(h) Recordkeeping Requirements

- (1) Truck stop operators shall be responsible for storing and maintaining data records for electricity supplied to truck electrification packages. On a monthly basis, the data records shall contain the total electricity consumption in kilowatt-hours and the amount of time electric power is supplied to each electric outlet. In addition, the data records shall include the name, address, telephone number of the truck or tour bus operator(s) utilizing the electrification system.
- (2) Truck stop operators shall maintain a copy of the data described in paragraph (h)(1) for three years from date of MSERC issuance.

(i) Compliance Auditing and Enforcement

- (1) The Executive Officer shall be afforded access at the truck stop operators' facility to audit instrumentation to document electric power consumption and the amount of time power was supplied to trucks and any files or records created to comply with recordkeeping requirements specified in subdivision (h). In addition, truck stop operators shall submit such records to the Executive Officer upon request.
- (2) The Executive Officer shall be afforded access to inspect truck stop operators' facilities.
- (3) Violation of any provision of this rule, including falsification of information in the TSE Application or annual operating data, shall be grounds for the Executive Officer to disallow or void any MSERCs resulting from or associated with the violation, by disapproving or seeking revocation of the TSE Application, and shall be subject to the penalties specified in the Health and Safety Code for violation of District rules.

(j) Appeal of Disapproval of MSERC Issuance

An applicant may, within 30 days of receipt of notice of disapproval, request the Hearing Board to hold a hearing on whether the application was properly refused.